

Chief, SA

67-6-52/3

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|------------------|---|--|---------------|
| FROM | Chief of Station, Stockholm Y-10 | DATE | 20 March 1964 |
| SUBJECT | REF ID: A ELLWOOD/TICRIBPAGE/1 | IS "COS" - (CLASS "U" CNO) | |
| | | MARKED FOR PUBLISHING | |
| | | NO INDEXING REQUESTED | |
| ACTION REQUESTED | FYI; Miscellaneous 1964 Info for Travel to the USSR | INDEXING CAN BE JUDGED BY QUALIFIED HQ. DEX CNAV | |
| REFERENCES | | | |

1. At a meeting with TICRIBPAGE/1 on 5 March 1964, the following information was provided regarding Soviet plans and preparations for the 1964 travel season:

a. At a 17 February cocktail party in honor of the departure of INTURIST representatives, Pavel SOKOLOVY (201-174915), T/1 overheard a Swedish citizen querying Counsellor of Embassy, Anatoly Anatoliyovich ZHITKOV (201-22914) as to the possibility of tourists motorizing in the USSR this summer. ZHITKOV pled ignorance as to whether the Soviet Government would allow individuals to bring their cars into the USSR, but attempted to discourage the questioner from traveling in this mode. ZHITKOV then departed from this track and stated that "unofficially" he doubted if the Soviet Government would give permission due to the inadequate and insufficient number of service facilities along the major routes as well as the difficulty in repairing foreign makes of autos and providing the required parts and service for foreign cars.

b. T/1 also provided a copy of a letter received from INTURIST on 8 February (and signed by B. ZEMELIN and V. KIREJKOV) stating, in reply to a letter of inquiry from T/1's employer, that

"With regard to your letter of January 22, 1964 on the question of auto tourists in the season of 1964, please be informed that this matter is under consideration. As soon as all the details are ready you will be given, in due time, the complete information."

c. In recent conversations regarding travel to the USSR with Vicevoivod Yevgeniyevich LOKHMEYEV (201-243469), LOKHMEYEV stated that there are travel restrictions placed on Soviet born citizens who return to the USSR to visit relatives. With reference to the travel of US citizens to the USSR, LOKHMEYEV indicated that visas for them are not issued automatically, but that the Embassy must examine the passport and check it against a master list (Comment: Presumably a type of "black list") in the Embassy. Moreover, the issuance of all visas to former Soviet citizens must be decided in Moscow as well as the issuance of visas to those the have resided (and then departed) in the USSR for a protracted (sic) period of time. Also, if permission is granted to a foreign citizen to take an automobile into the USSR, this decision is made in Moscow and not at the Soviet Embassy in the country of application. The normal visa processing of foreigners (like approximately 6-8 days in Stockholm with the exception of English businessmen or other personalities of special interest) such personalities as well as others (unspecified) can be processed directly by the Embassy at Stockholm without reference to Moscow.

d. As previously indicated, the SS LIMMER will not be used on the Arctic voyage to Stockholm this year. It will be replaced by the SS KRUPSKAYA, a ship built after 1961-62 and believed to have been used in the Cuban traffic.

e. In a cable received by T/1's employer from INTURIST, Moscow, on 1 March the following was stated:

"IS YOUR DESTINER ENDURLY TO MIRE GOSPATA. UNABLE RECEIVE YOU MARCH 3. DO NOT HAVE TRAIN MOSCOW-NAKHODKA. ADVISE TRAVEL MOSCOW-KJAPAROVSK BY PLANE, KJAPAROVSK-NAKHODKA BY TRAIN. PLEASE INFORM IMMEDIATELY."

It is noted that the origin of the cable was a mystery inasmuch as they had not requested any such travel for a "Mire GOSPATA" and in fact had never heard of it before. The information contained in the cable, however, appears

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PAGE NO.

1.

- 12974

Passenger travel from Moscow to Stockholm is not being permitted by the Soviet authorities nor is train travel between the cities of Moscow and Leningrad allowed at this time.

2. We have provided the sailing schedule for the Baltic State Steamship Lines, vessels on the Leningrad-Stockholm line as well as the Leningrad-Copenhagen-Copenhagen-Copenhagen-London-La Haye passenger route sailing. The ships in service for these ports will be the S/S BALTIIKA, S/S MARIYA ULYANOVA, U/S ASTONIA, and the U/S MARIYA ULYANOVA. We are attaching three schedules of these routes as provided by T/1.

3. We are also attaching, for possible Headquarters interest, a copy of the new Czechoslovakian travel regulations which are somewhat liberalized. The most noticeable departure in the regulations is the expeditious manner in which a visa can be obtained for travel in Czechoslovakia. According to the new regulations a visa can be obtained in as little as 48 hours while, if required, overseas tourists can obtain visas directly at the border. The tourist is also able to cross the Czech border now at 33 different locations.

4. As a final attachment to this dispatch, we are forwarding a letter of complaint, written by Lars-Gunnar SAMUELSSON, an employee of The Central Laboratory of the Swedish Cellulose Industry, regarding the experiences encountered by Subject on his August 1963 trip across the USSR. This letter is a somewhat amusing, at least from the vicarious viewpoint, recitation of the frustrations, bumbling, and intentional and unintentional pitfalls confronting the traveler at the mercy of INTURIST.

*General N. K. Riddleman
Baron H. REILLY*

Attachments:

- A. Baltic State Steamship Lines schedules (5) NOT MICROFILMED
- B. Czechoslovakian Travel Regulations
- C. Letter to Inturist

29 March 1964

Distribution:

- 2 - w/att A-C
- 3 - w/att C
- 2 - Stockholm w/att C

APERTURE CARD REPRODUCTIONS

Stockholm den 4 februari 1964.

Vi har härmed nöjet inbjuda Eder till vår presskonferens
tisdagen den 11 februari 1964 kl. 17.00. Lokal: Nordisk
Atlas, Biograf Rapport, Stureplan.

Vid presskonferensen kommer vi att redogöra för de nya be-
stämmelserna beträffande turismen i Sjöckoekspeditionen. Vidare
visas två av våra nya turistfilmer och en evolutionär följer,
hoppas vi, en trivsam sammenvet med förfridningar.

Hed vänlig hälsning

C E D O K

Eng. H. Ernster

Regionchef för Skandinavien

Johans väderbryg
Fritids AB Stockholm;
C E D O K, Stockholm

D.E.B.

C E L O K

TJECKOSLOVAKISKA RESEBYRÅN INFORMATION
 Sveavägen 9-11, Stockholm - tel. 21 07 90
 20 72 90

I N T E R N T

Stockholm poststämplinge datum

I enslutning till de i januari utcända inotfuktionerna, her vi härmed näjot ge Er slutliga och kompletta upplyningar angående undrade visumbestämmelser till Tjeckoslovakien. De neden nämnda föreskrifterna träder omedelbart i kraft.

I. Visum, visumbestämmelser:

Visum utfördes till turister av alla nationaliteter, senast 48 timmar efter ansökan. För erhållande av visum krävs giltigt pass samt visumformulär i 4 kop. 1 foto /med namn påskrivet på baksidan/. Fotot får inte klisteras på formulären.

Inom kort kommer nya förenklade visumformulär. De nuvarande formulärna skall fortforande användas, dock skall rubrik nr 9 icke ifyllas. Under rubrik nr 10 anges resans syfte /turistresa, privatbesök o.s.v./

Visum utfördes för angökt antal dagar, dock högst 1 månad, och är giltigt 2 månader. Således kan resan förutsättas om hon halst inom 2 månader.

Följande slag av visum utfördes:

- 1/ Upphållsvisen, gäller för inresa, uppdelad för det i visumet uppgivna antalet dagar, omvänt utresa. Vilken som helst av de 33 gränsövergångarna kan användas för in- och utresa.
- 2/ Publik transitvisum gäller för uppdrag under den aktuella tiden. Detta visum kan användas för uppdrag i Tjeckoslovakien både vid utresan och hemresan eller båda riktningar.
- 3/ Transitvisum gäller för genomresa på kostat möjliga väg och tid. Vid alla gränsövergångar till Tjeckoslovakien /öven Prague flygplats, Ryssland/ kan uppdelade visum utfördes till alla turister för
 - a/ dem som vill resa genom Tjeckoslovakien till tredje land, eller för
 - b/ den som vill delta i på förhand arrangerade evenemang /kulturella, sportarrangemang, turistresor o.s.v./
- 4/ Reentryvisen innebär rätt att avbryta uppdraget i Tjeckoslovakien för besök av tredje land. Detta visum erhålls vid hänvändelse till det tjeckoslovakiska inrikesministriets kontor på olika platser.

Grupvisum utfördes till sällskap om minst 12 personer. Vid ansökan skall bifogas en förteckning i 4 ex. där deltagarna i alfabetisk ordning uppger följande data: Fullständigt namn, födelseår och ort, medborgarskap samt pasnummer. Vidare skall varje deltagare ifylla 1 ex. av det allmängiltiga visumformuläret samt bifoga 1 foto med namn påskrivet på baksidan. Visumet införes på själva förteckningen och det är således

inte nödvändigt att bäriga pass till konsulatet.

Visum erhålls mot en kostnad av sv.kr. 14.25

- II** Andra förmäliteter, kura, växling av pengar
 Triptic eller cernet är inte längre nödvändigt för bilturister.
 Det räcker med att bilen är försäkrad och att det svenska försäkringskortet finns med. Bensin kostar ca 0.40 sv.kr/lit. vid köp av Tuzex-bensinkuponger. Dessa bensinkuponger kan köpas vid alla grünsövergångar eller i Sverige genom Motorrännans Riksförbund.

Kura. Vid växling av utländsk valuta, erhålls turistkuro, i sv.kr. = Kč 2.78.

Växling av pengar. Obegränsad mängd utländsk valuta kan införas och växlas. Växling kan ske i växelkontor vid alla tjeckoslovakiska grünsövergångar, i alla statsbankens filialer samt i alla ČEDOK:s- och de flesta av turistbyråns TURESTA:s kontor samt på de flesta större hotell. De tjeckoslovakiska pengar man ev. har kvar vid utresan kan växlas tillbaka till ursprungavaluten i alla statsbankens filialer och i obegränsad mängd.

- III** ČEDOK priser.
 Utgångspunkten för vårt samarbete med Eder under 1954, är den tidigare utsända prislistan, där priser för alla ČEDOK:s serviceobjekten finns angivna. De priser som vi närmde i vår instruktionsskrivelse från mitten av januari är inte giltiga längre. I prislistan är angivet priser för halvpension i olika kategorier. Nu vill vi komplettera dessa priser med andra möjligheter som föreligger.

1. Individuella turister /priserna är angivna i US-dollars/

| Kategori | <u>Rum + frukost</u> | | <u>dubbelrum</u> | |
|----------|----------------------|----------|----------------------|----------|
| | enkeltrum med bad | utan bad | enkeltrum med bad | utan bad |
| Lyx | 8.40 | --- | 6.50 | --- |
| I | 5.65 | 4.85 | 4.35 | 3.85 |
| II | 4.60 | 3.85 | 3.85 | 3.15 |
| III | --- | --- | --- | 2.30 |

| Kategori | <u>Halvpension</u> | | <u>dubbelrum</u> | |
|----------|----------------------|----------|----------------------|----------|
| | enkeltrum med bad | utan bad | enkeltrum med bad | utan bad |
| Lyx | 11.20 | --- | 9.70 | --- |
| I | 7.85 | 6.05 | 6.35 | 5.85 |
| II | 6.25 | 5.50 | 5.50 | 4.80 |
| III | --- | --- | --- | 3.50 |

Ovannämnda pris för dubbelrum är per person

3.

2. Priser för grupper

| Kategori | <u>Rum + frukost</u> | | <u>dubbelrum</u> | |
|----------|----------------------|----------|------------------|----------|
| | enkelrum med bad | utan bad | med bad | utan bad |
| Lyx | 8.00 | --- | 6.60 | --- |
| I | 5.30 | 4.60 | 4.20 | 3.60 |
| II | 4.30 | 3.60 | 3.40 | 2.80 |
| III | --- | --- | --- | 2.00 |

| Kategori | <u>Halvpension</u> | | <u>dubbelrum</u> | |
|----------|---------------------|----------|------------------|----------|
| | enkelrum med bad | utan bad | med bad | utan bad |
| Lyx | 10.45 | --- | 9.05 | --- |
| I | 7.00 | 6.30 | 5.90 | 5.30 |
| II | 5.70 | 5.00 | 4.80 | 4.20 |
| III | --- | --- | --- | 2.85 |

Hälvpensionspriserna för alla kategorier, hittar Ni i CEDOK:s prislista.

3. Hyra av stugor

| | | |
|------------|-----------|------------------------------|
| Sjugor med | I. område | II. område /t.o.m. i borgen/ |
| 3 sängar | 15.75 | 20.00 |
| 4 sängar | 17.85 | 22.40 |

Priserna täcker hyra för 1 stuga i 1 vecka /7 nätter/

Vi hoppas på gott samarbete under den kommande vissongen.

Med vänlig hälsning
CEDOK - representationen

THE CENTRAL LABORATORY OF THE SWEDISH CELLULOSE INDUSTRY

SWEDISH WOOD RESEARCH CENTER

TELEPHONE: 22 43 40
TELEGRAMS: WOODRESEARCH, USTOCKHOLM

DROTNING KRISTINAS VÄG 61
STOCKHOLM 6, SWEDEN

To: Jesper-Gunnar Samuelsson's journey from Stockholm to Yokohama
August 11, 1953

In August 1953, Nyman & Schulte was consulted by me to arrange a journey from Stockholm to Tokyo via Moscow, Nekodina and Yokohama. Everything concerning the journey was arranged by Nyman & Schulte and hotel reservation in Moscow and seats-on trains and aeroplane were confirmed by the Russian Intourist. Everything (tickets on boats, trains and aeroplane, hotel in Moscow and meals in Russia) was paid to Nyman & Schulte before the departure from Stockholm; "soft class" on trains in Russia and first class on the boat from Nekodina to Yokohama.

Unfortunately the journey was not made according to schedule.

The railway journey from Helsinki to Moscow was very pleasant and quite acceptable. Maybe it could have been valuable to know that no food is served on the train, which takes rather a long time. However, tea was served two or three times by the guard at a cost of U.S. \$ 2.

Nine o'clock local time next morning the train arrived in Moscow, and I was taken by car to hotel National. I spent the night in Moscow and, according to the schedule, I went to the Intourist office at 12 o'clock the following day. A young woman informed me that the flight to Chabarowsk was delayed, and that I had to stay in Moscow another 8 hours. At 6 o'clock I should return to the Intourist office and take the car to the airport.

At 6 o'clock I returned to the office. This time the young woman informed me that there was no flight to Chabarowsk, and that I had no possibility to go to Japan via Chabarowsk-Nekodina. It was suggested to go via Copenhagen. Unfortunately neither Intourist nor I could pay that ticket. After some discussion the young woman called the airport to see if there was any other flight to Chabarowsk. Since I could not get this information at the Intourist office, I went to the airport, and there I was informed that there

6 SEP

67-6-52/3

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was a flight to Chabarowsk at 6 o'clock in the afternoon, still in time for the train to Nahodka; I sat down in the plane, nothing happened and after one hour somebody told us that the aeroplane could not leave until 8 o'clock next morning.

I had to stay at the airport until next morning at 8 o'clock. We left (according to a representative from Intourist) at 10 o'clock for the train to Nahodka. Steps were made at Chabarowsk station and we arrived at Chabarowsk in the night, and according to the telegram at the representative who met me at the airport, only some hours later. At 7 o'clock in the morning I was taken to a hotel and had to stay in Chabarowsk until 10 o'clock in the afternoon the following day. I stayed room with two other persons. I was asked to go on to Nahodka because there would be many difficulties to go from there to Japan. Next afternoon I left for Nahodka alone. I refused to pay the hotel charge, the stay in Chabarowsk did not cost me anything, excepting the food.

The train to Nahodka was a "local" one and arrived too late at Nahodka for the boat to Yokohama. I do not think that the advised seat was free for me. Another representative from Intourist met me at the station and advised me a hotel (one room for two persons). In spite of the telegram from Chabarowsk to Intourist in Nahodka nothing was arranged for my departure to Japan. According to information in Chabarowsk there should be many possibilities to go by freight ship from Nahodka to Japan.

Unfortunately I was not allowed to enter the harbour the first day in Nahodka. The Intourist representative, however, promised to do everything to arrange for my departure. When he returned from the harbour he had not succeeded.

The following day I was allowed to accompany the Intourist man into the harbour. Fortunately, we immediately found one Japanese ship, which had been in the harbour for a few days and would finish its loading next night. After a short discussion with the captain I was allowed to go by his ship to Fushiki in Japan.

To avoid trouble I paid my part of the room charge in Nahodka, but since only one bill was written and given to another person, who stayed in the same room I have no check for that expense.

I arrived in Japan 2 days delayed, these 2 days of my visit to Japan were lost.

The ticket for return to Chabarowsk, already paid to you, was not used.

The reservation made in Nahodka could not be cancelled. The telegram from Nahodka did not the same reason arrive in Tokyo in time.

In spite of the very interesting journey through Russia and the opportunity to see a lot of that which I cannot afford to pay the extra costs during this journey. I therefore request that you pay back the following amount of money to me.

... days of the visit to Japan lost. The cost of the
trip is estimated to 200 Sw.Cr. a day and includes
all extra expenses in Russia and Japan excepting the
travel from Nakhodka to Yokohama..... 400:- Sw.Cr.

Train ticket from Nakhodka to Yokohama & 67.50 rubol 390:- Sw.Cr.

Total: 790:- Sw.Cr.

The money should be sent to the following address:
~~Swed. Gasindustriens Centrallaboratorium~~
~~Brottning Kristinas Väg 61~~

STOCKHOLM 6

The reason why I send you this letter so late is that I returned to
Sweden in December, and that the representative from Intourist in
Tokyo had no responsibility of my case.

Stockholm December 31, 1929

Lars-Oscar Larsson